

right," he said, "and the final admission by the Senate conferees of the correctness of the House position is a notable victory for the House. If we had wanted the appropriations over again, I believe the amounts would be reduced still further."

Sentiment apparently is growing in the House for the Evans disarming bill, although Republican leaders are backing the Porter plan. The House conferees, it is understood, to-day suggested amendments to the Evans plan. One proposal is to include France in the conference with the United States, Great Britain and Japan for the discussion of a reduction of naval programmes.

Tax for Disabled Officers Opposed as Class Measure.

Another answer to the question, "Why are Government taxes not reduced?" was given to this New York Herald today by Senator Lenroot (Wis.), who disclosed the fact that there is a strong movement in Congress to authorize an additional expenditure estimated at \$100,000,000 annually. Its face the bill does not indicate what its cost to the Federal Treasury will be.

The measure, said to have support from the American Legion, which is backing the soldiers' bonus bill, provides that all persons who have served as officers of the United States Army during the world war and who have incurred physical disability in line of duty shall be eligible for retirement under the same conditions as now provide by law for officers of the Regular Army who have incurred physical disability in line of duty.

The bill, introduced by Senator Bursum (N. M.), is pending before the Military Affairs committee, which is headed by Senator Lenroot (Wis.). It is known to oppose it and will fight it in committee and in the Senate should it reach the floor.

Senator Lenroot told this New York Herald that in his judgment the theory on which the bill is based is a distortion of the principles by which retirement pay is granted to officers. That it makes an improper class distinction in the ranks of world war veterans; that it proposes to place a heavy burden on the Federal Treasury that is unwarranted; and that it is a distortion of the proper economy and the good name of the American Legion it ought not to be approved by Congress.

"This legislation proposes to make a class distinction," said Senator Lenroot, "between the officer and the private that never has been made and that never should be made in any war such as that in which we were engaged. It is a distortion of the principle of retirement pay that came from private walks of life and goes back to private life. The theory of retirement of Regular Army officers is that the Government invites them to make a profession of the army. The Regular Army officer gives up all possibility of acquiring a competence for himself, and we say to him that if you make this your profession the Government will take care of you if you are disabled and will take care of you when you reach retirement age for the remainder of your life."

"The test for retirement in the Regular Army is whether the officer is so disabled that he cannot pursue the duties in active service if we were engaged in war. If he is found unfit for that he is retired on three quarters pay for the balance of his life."

"Applying that rule to the emergency officers we have this kind of a situation: Two men come from the same factory, we will say, during the same occupation. One enlists as a private, goes through the war as a private and is disabled. The other enters an officers' training camp and goes through the war as an officer."

"The private, we will say, has lost a leg. The emergency officer, who, we will say, is a captain, may have his leg slightly injured and he is unable to use the usefulness of his leg but will not impair his remaining his former occupation."

"Under this proposed legislation the man with the stiff knee would receive very much larger compensation than the private who lost his leg."

"Take another illustration of a colonel who has lost his leg and is hearing in one ear. Under this proposal he would get a much larger compensation than a private who was completely disabled for life, but I can see the inequity in the same basis for the private and the emergency officer."

"The claim is now being made that we have made this arrangement for the army and the Marine Corps. The answer to that is that it was wrong to do it and the statute referred to should be repealed."

Madden Outlines Programme For Reducing Revenue Tax.

The amount of money which the Government must raise during the next fiscal year through internal revenue taxes can be reduced to \$2,500,000,000, Representative Martin B. Madden (Ill.), one of the leading candidates for the chairmanship of the House Appropriations Committee, told the House today.

"This can be done," he said, "if the most rigid economy is practiced, and the country is demanding that it be done. Under present appropriations for next year, which total slightly in excess of \$3,000,000,000, I believe a total revenue of \$2,500,000,000 will be adequate for the year."

"Of this amount \$500,000,000 will be obtained from postal receipts, \$500,000,000 from the new tariff law being framed by the Ways and Means Committee now, \$500,000,000 from miscellaneous receipts, thus leaving only \$2,500,000,000 to be raised from internal revenue taxes."

Dawes Intends to Use Ax To Bring About Economy

President Harding has induced a man who believes in using the ax to weed out needless Government officers and employees to become the director of the

new Federal budget system which will go into effect July 1.

He is Charles G. Dawes, Chicago banker, better known as "Big Bill" and "Dawes" because of the vitriolic manner in which he attacked Congressional committees investigating the conduct of the war when appearing before one of those committees last winter.

The President to-day announced that he was very much gratified that Mr. Dawes had agreed to accept the important office, and the appointment met with almost universal approval in Congress.

Predictions have been made by legislative sponsors of the budget system that with the right man at its head Government expenses could be reduced and \$1,000,000,000 a year could be saved through its inauguration.

Mr. Dawes, when he started the country by his vigorous language before a House investigating committee, declared nothing was more imperative than the use of the ax in Government departments in order to force economy.

Daugherty Gathers Men to Prosecute War Frauds.

Secretary of War Weeks will confer with Attorney-General Daugherty tomorrow in regard to new factors developed by the Administration's campaign to prosecute war profiteers who mulcted the Government on war contracts.

Mr. Daugherty, on the strength of fresh reports bearing upon the operations of the United States Harness Company, whose contract with the War Department was recently ordered revoked by the President, may discuss with Secretary Weeks the question of the criminal culpability of the harness concern's promoters.

Until the facts in the case could be further worked out in the light of new evidence, the Attorney-General has deferred decision on the point of whether it will be necessary for the Government to institute criminal proceedings.

Persons for the new division, which will have exclusive charge of war graft inquiries, is now being brought together. A staff of special attorneys already has been engaged and is at work on the same building with the Attorney-General. A director for the bureau probably will not be named for two or three weeks. A lawyer of high ability and national reputation has been asked by the Attorney-General to direct the bureau's work and Mr. Daugherty is hopeful that the man suggested will accept the place. His name was not announced for the reason that Mr. Daugherty is uncertain whether he will accept.

Wadsworth to Urge Senate To Cut Down Size of Army.

WASHINGTON, June 21.—Recommendations will be made by Chairman Wadsworth of the Senate Military Affairs Committee to-morrow that the Senate recede from its amendments to the army appropriation bill found objectionable by the House conferees. Concurrence of the Senate in the recommendation is expected and the big appropriation bill will then be practically ready to be sent to the President.

The recommendation to be made by Chairman Wadsworth is in line with the decision of the Senate conferees to yield to the House on the question of reduction of the army personnel.

The House has insisted that the army be reduced from its present strength of about 226,000 men to 150,000 by next October. The Senate conferees have held out for a more gradual reduction.

WANTS DEPARTMENT LOBBIES INVESTIGATED

Senator King Says There Are Hordes.

Special Dispatch to this New York Herald.

New York Herald Bureau. Washington, D. C., June 21.—An effort to have Congress investigate departmental working in and around Government departments as well as alleged lobbies in Congress for tariff and other measures was made to-day before the subcommittee of the Senate Judiciary Committee. Senator King (Tenn.) appeared in executive session to-day before the subcommittee considering proposals for a lobby inquiry.

Senator Moses is confining his attention to an inquiry into an alleged lobby in the interest of American dyes. Senator King is urging the dye lobby investigation but is unwilling to have the committee stop there.

"There are hordes of lobbyists that are using influence among the various departments of the Government," said Senator King, "and I think any inquiry authorized by Congress ought to be broad enough to include such agencies."

SENATE COMMITTEE TO SHIELD COMPLAINANTS

Won't Allow Service Bureaus to Discipline Them.

WASHINGTON, June 21.—Former service men appearing before the Senate special committee investigating Government activities relating to them, or who furnish information will be protected from disciplinary measures by the Government bureaus.

This decision was reached after hearing the circumstances of a "strike" of students at Poughkeepsie, Miss., the committee voting to request the reinstatement of two students who had been dismissed and four who had been transferred because of their protest of unsanitary and other unsatisfactory conditions alleged to exist there.

Telegrams and letters had been presented to show that disciplinary measures had been taken before a committee had submitted a report of its investigation of the charges made by the students.

12 SEAPLANE BOMBS SINK U-BOAT QUICKLY

Navy Test Shows Skill of Aviators and Value of Method of Attack.

TWO SALVOS ARE USED

Commander of E-2, From Which U-117 Escaped in War, Sees Craft Sink.

PLANE DROPS 3,000 FEET

Army Flier Rescued and His Machine Salvaged—Destroyer Tests To-day.

Special Dispatch to this New York Herald.

WITH THE ATLANTIC FLEET OFF THE VIRGINIA CAPES, June 21.—Three United States Navy seaplanes sent the German submarine U-117 to the bottom of the sea to-day by firing twelve thin-wall bombs from an altitude of 1,100 feet. Two salvos, one of three bombs and the second of nine, were required. The submarine sank in fifteen minutes.

This was the first of the series of Navy tests, in which the Army is co-operating, to determine the relative values of aircraft and Navy vessels, in which ten of the German vessels awarded to the United States after the war are to be demolished by various sorts of fire. The entire Atlantic fleet stood by to watch the performance.

The first of eight divisions of navy aircraft, with further squadrons of army airplanes in readiness at Langley Field—accomplished the sinking with a remarkable show of skill in the dropping of the bombs. The case with which the U-117 fell victim to the onslaught astonished even the most conservative of the officers of the fleet.

The first three bombs failed to hit the submarine, although they came sufficiently close to do much damage with the explosions below the water line. They completely straddled the craft, one hitting the bow, one astern and the other amidships on the starboard side. The submarine settled some as a result, but observers doubt if the leaks developed would have been sufficient to sink her.

Direct Hits Are Made.

The second salvo came nine minutes later, when not less than two and possibly three of the nine bombs made direct hits. Exactly six minutes afterward the giant submarine, which had been one of the finest in the German navy, broke in two and with a shudder sank below the surface of the water.

Even before the swell had subsided an accident occurred to an army airplane that with several other observation machines was soaring over the scene of the bombing.

The motor of an S-E-5 single seater airplane, piloted by Lieut. Col. C. C. Culver, in charge of the radio section of the army air service, stalled at an altitude of about 3,000 feet and was forced to a landing in the water.

One of the navy planes resting in the water for duty as a despatch craft picked up Col. Culver five minutes later, wet, but no worse for his experience. The incident gave a double climax to twenty minutes of thrills.

The sinking of the U-117 was a matter of sweet revenge for the United States Navy. Three summers ago this German craft, on a raiding mission to American shores, had an encounter with a United States submarine, the E-2, but managed to get away by diving. Lieut. L. F. Reifender, who had commanded the E-2 at the time, stood on the bridge of the observation ship, the navy transport Henderson, and watched the operations. Strangely enough, the encounter had occurred only about 100 miles away.

Weather conditions were ideal for the beginning of the tests. The sea was calm and there was a warm breeze from the southwest, just enough to clear away the smoke from the stacks of the vessels of the fleet. The sun was shining brightly and a few light clouds ambled along lazily on the horizon.

Tests Off Virginia Capes.

The sinking occurred about sixty-five miles from shore off the Virginia Capes, twenty miles beyond the anchorage east of Cape Charles light.

The submarine was at anchor, in the custody of a group of destroyers, when the battleships arrived shortly before 9 o'clock. It was an impressive line of battleships that went out for the execution of this German outlaw craft.

The transport Henderson, which had come from Washington with some members of Congress and specially invited guests aboard, including the naval attaches of different foreign Governments, accompanied them, in a position of honor, just ahead of the battleship Pennsylvania, flagship of the Atlantic fleet, upon whose bridge stood Vice-Admiral H. P. Jones, in charge of the operations.

The Arizona led the line; the Oklahoma came second; then the Nevada, with the Henderson, the Pennsylvania, the Delaware, the Florida and the North Dakota close behind. The glistered and spanned this strong arm of American defense—as they ploughed along with the sea, which was almost as placid as a mill stream. They blew signals back and forth and now and then a seaman up by the bridge semaphored with red and yellow and blue flags; the big guns hung ominously in the air, and the peaceful atmosphere, now and then, drawing up, finally, when they arrived at the scene of the tests.

Battleships in Formation.

The battleships got into formation on a line about 4,000 yards from the U-117, while the Henderson took a more forward position, approximately 2,000 yards from the submarine. On every side at stated positions were destroyers to serve as guide posts for the aircraft assigned to participate in the tests.

The aircraft were sent entirely that of the navy, operating from the navy air station at Hampton Roads. The arrangements provided for the use of eight divisions—strongly from the proper side of the submarine. On every side at stated positions were destroyers to serve as guide posts for the aircraft assigned to participate in the tests.

If these divisions failed to sink the submarine a radio call was to be sent to Langley Field, about eighty miles away, so that Brig-Gen. William Mitchell, assistant chief of the army air service, might fly over with the army bombing forces and finish the job.

As it was, however, only two of the divisions put in an appearance and the three army bombers were operating independently and three army dirigibles were flying about. One seaplane on observation duty was Capt. Moffett, chief of the air service of the fleet.

These airplanes and dirigibles put in an appearance soon after the Henderson, with the battleships, came to a halt on the horizon, but left soon after when it was learned that the submarine had been sunk by the first group of fliers.

The bombing started at 10:24, after much maneuvering over the water. Several airplanes were operating independently and three army dirigibles were flying about. One seaplane on observation duty was Capt. Moffett, chief of the air service of the fleet.

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LOST SHIP'S OWNER SCOUTS PIRATES TALE

H. G. Deering Believes Craft Ran Into Storm and Lost Crew Lowering Boats.

IS MYSTERY, HE SAYS

Puts No Credence in Bottle Message Washed Up on Shore After Wreck

SIX VESSELS NOW MISSING

Government Departments Using All Means at Command to Find Captains and Crews.

Special Dispatch to this New York Herald.

BATH, Me., June 21.—No credence is given to the report that Capt. Willis B. Wormsley and the crew of the five masted schooner Carroll A. Deering were the victims of pirates by Harry G. Deering of the G. G. Deering Company, builders and managing owners of the vessel that was wrecked last winter on Diamond Shoal.

Mr. Deering always has believed that the vessel ran into a storm and that the crew was lost in lowering the lifeboats when waves tossed them against the vessel's side and upset them and he has not changed his opinion in this respect.

"I never took any stock in that bottle message," he said to-night, "and when Capt. Wormsley's daughter wanted me to go to Washington last month with her to carry on an investigation, I told her it was no use. I believe nothing ever would come of it and that the wreck of the schooner and loss of her crew always would remain a mystery."

The vessel's former commander, Capt. William H. Merritt, went with her and I am told he was not favorably impressed with the character of the evidence presented.

BOAT DISAPPEARANCES NOW INCREASED TO SIX

Government Uses All Means to Trace Pirate Clues.

Special Dispatch to this New York Herald.

Washington, D. C., June 21.—More tales concerning ships which have disappeared during the last few months off the Carolina coast were told to-day when it became known that two others have been lost in addition to those reported missing yesterday.

These are the Spanish bark Yute and the British tramp steamer Albany. The sighting of another wreck brings the total number of ships involved in the disappearances to a possible six.

The State Department has cabled to all its consuls for any information possible that will tend to either substantiate or disprove the theory that pirates may have been responsible for the disappearance of any of these vessels.

The Department of Commerce, the Shipping Board, the Department of Justice, the Coast Guard Service and the Navy Department put their machinery in motion to supplement the effort of the State Department.

Representatives in Congress joined with administrative agencies in offering theoretical explanations which range all the way from possible Bolshevik activities, or those of a former German submarine, to the possibility of floating mines which are still menacing the safety of the seas. Naval Department officials while admitting the long life of mines are convinced that all of these sea menaces have been disposed of.

The seriousness with which the State Department regards the mystery of the missing ships is indicated in the formal statement made concerning the department's knowledge of the circumstances of the wrecking of the Carroll A. Deering. The statement says:

"On January 29, 1921, the American schooner Carroll A. Deering, sailing at the rate of about five miles an hour, passed Cape Lookout lightship, North Carolina, and on January 31 it was found a few miles north of that point in such condition that there is every suspicion of foul play having occurred. The vessel cleared for Norfolk, Va., from Rio de Janeiro and put into Barbados for orders, but receiving no different orders proceeded to Norfolk. After passing Cape Lookout lightship the vessel was not again seen until it was found as a wreck, and nothing has been heard from the members of the crew. The master of the vessel, Capt. Wormsley, is reported to have been experienced as a navigator and thoroughly reliable."

"At the time the Carroll A. Deering passed the Cape Lookout lightship a man on board, other than the captain, hailed the lightship and reported that the vessel had lost both anchors and asked to be reported to its owners. Otherwise the vessel appeared to be in very good condition. A short time after the schooner passed the lightship a steamer, the name of which cannot be ascertained, which was passing, was asked to stop and take a message for forwarding, and in spite of numerous attempts on the part of the master of the lightship to attract the vessel's attention, no response to his efforts was received."

"On April 11 the bottle message was picked up in a bottle near Cape Hatteras:

"Deering captured by oil burning boat something like chaser, taking off everything, handcuffing crew, crew hiding all over ship no chance to make escape. Finder please notify headquarters of Deering."

"The Carroll A. Deering carried a motor lifeboat and a dory, but neither of them has been picked up and no wreckage from them has been found. Most of the provisions, clothing and supplies of the vessel have been removed."

The Spanish bark Yute, in charge of a Spanish master named Gomez, sent out an S O S signal by wireless December 1, some distance off Cape Hatteras. The position given was in close proximity to that of other vessels which have disappeared.

The British ship Narzario picked up the distress call relayed by the American steamer Huron. The Narzario's course was altered, but reaching the position given, the Narzario found no trace of the Yute.

Since the time of the wireless message sent out by the Yute nothing further has been learned of her whereabouts, and search for members of the crew has been fruitless.

SHIPPING MEN REFUSE TO CREDIT PIRACY IDEA

Shipping men in this city yesterday were disinclined to put credence in the theory that piracy had been revived as a practical profession and declared that quite aside from the difficulty of practicing it in the many impeding circumstances—such as navies, the wireless and the customs—which affect the sea in these days, there could not be enough money in it to make an attraction against the navy.

As was explained, practically all the cargoes of the ships reported missing this year were large bulk, such as grain, oil, lumber and coal, which would make difficult handling for the pirates. The wreck of the schooner and loss of her crew always would remain a mystery.

The vessels former commander, Capt. William H. Merritt